

LEGISLATION MAY BE DESTRUCTIVE

If Carried Too Far Against Railroads, Says President Finley.

IT CHECKS DEVELOPMENT

Roads Help to Upbuild All Sections, He Declares, and They Must Have Square Deal.

MEMPHIS, TENN., April 23.—In the course of his speech at a reception given in his honor by the Merchants' Exchange here to-day, President W. W. Finley, of the Southern Railway Company, declared that the results accomplished for the good of the country by the railroads in extending their lines into unoccupied territory and seeking new routes to be developed in territory already occupied, would have been impossible had they been hampered and restricted by a spirit of popular and legislative antagonism and by repressive and restrictive laws.

President Finley spoke on the importance of transportation to commercial development and the dangers to commercial prosperity in legislation crippling the railroads. The common carriers are not opposed to legislative regulation within proper limitations, he said, but there is a point beyond which legislation ceases to be regulatory and becomes destructive. Laws for the regulation of railroads in order to be just and equitable must afford full protection for the roads as well as for the public.

"The railroads of to-day," continued Mr. Finley, "are working as earnestly for the development of the territory traversed by them as they have in former years. They recognize that in doing so they are advancing their own best interests. It is not unreasonable for them to ask and expect the same measure of popular support that was accorded them in their pioneer days."

His Road Co-operates.

He referred to the systematic efforts of the system of which he is the head, acting in co-operation with the communities along its lines in the Southern States, to advance the development of every locality in the section traversed by it. He said that it has been the sole duty of the Southern Railway Company to give its co-operation without any charge to every individual and organized effort for the material and social advancement of the South.

On this point, Mr. Finley said: "It is constantly working to develop new resources in the Southern field, and to bring men seeking to better their conditions into touch with Southern opportunities. This work is to be continued, and the road is to be made, if possible, a more important factor in Southern development than it has been in the past."

It asked from the Southern people only the support of public opinion and from the Southern Legislatures only such wise and economically sound conservatism as has been displayed by the Legislature of Tennessee.

Legislation That Helps.

President Finley concluded: "If the railroads South are to continue to be the most efficient agencies for its material advancement, they must in the

COLDS CURED IN ONE DAY.

I will refund your money if it fails.
—Munyon.



Munyon's Cold Cure Relieves the head, throat and lungs almost immediately. Checks Fever, stops Discharges of the nose, takes away all aches and pains caused by colds. It cures Grip and obnoxious coughs and prevents pneumonia. Sold by all druggists, 25c.

If you have catarrh or are afflicted with deafness, use Munyon's Improved Inhaler. It cures catarrh and chronic cases.

Immediate future, extend and improve their facilities on a scale that will involve the expenditure of large sums of money. Practically all of it must be borrowed, and borrowing power rests on ability to show to investors in railway securities that the income over operating expenses, taxes and fixed charges is sufficient to protect their investments and that future income is not endangered by adverse legislation or the prospect of adverse legislation.

The course of the Legislature of Tennessee and South Carolina in declining to enact laws that would hamper railway development will be beneficial, not only to these States, but to this entire section of the Union.

Timid Capital Looks Up.

"The benefit to these States will not be confined to the encouragement of railway development within their borders, but will extend to the encouragement of investments of all kinds. Capital is proverbially timid and always flows with the greatest freedom into those enterprises and into those States where it is safest. The best advertisement that any State can have is the widespread knowledge of the fact that its law-makers can be depended upon to give every proper protection to property and that they back upon policies that would endanger investments. The people of these States will benefit by their conservatism, and I believe that they will be found to be active and earnest advocates of legislative policies in all the Southern States that will insure to the railroads of this section fair and just treatment and freedom from such restrictions as would hamper their ability to so increase their facilities as to keep pace with the growing demands of the South."

LUCKY NUMBER.

Held by Miss Moor, Who Received Set of Furniture.

Charles Jurgens's Son yesterday gave to Miss M. J. Moor, No. 828 West Grace Street, the handsome \$200 mahogany set of furniture they had offered the lucky holder of the right ticket among the ten thousand issued by this well-known furniture establishment on Monday.

All sales were suspended at Jurgens's on Monday. It was a reception day with them, and every friend who called was handed a ticket duly numbered, and yesterday these tickets were placed in a receptacle and a disinterested committee drew for the lucky number that was to award a set of furniture.

The lucky number was 9098, and upon reference to the books it was found that that was Miss Moor's number. The furniture was delivered to her yesterday afternoon.

STEAMBOAT AND RAILROAD NEWS

Virginia Navigation Company
Now Has Two Boats on the James.

Mr. C. D. LeGrand, who obtained his railroad training in Richmond, and to that extent is a Richmond boy, although he is "one of those Tarheels who has never been able to rub the resin off his feet," is now the manager of the Carolina Dispatch, with headquarters in Norfolk. This line is on working terms with a number of Eastern and Northern routes that operate harmoniously with the Norfolk and Southern for business to Eastern North Carolina points. Mr. LeGrand spent yesterday in the city in the interest of his road.

A special meeting of the stockholders of the Chesapeake and Ohio Railway Company has been called to assemble in this city on May 21st to consider and act upon the question of the purchase of certain franchises and properties of the Chesapeake and Ohio Railway Company of Kentucky. The meeting and the action taken will be a mere formality, as the legal steps have already been attended to.

Beginning to-day, the Virginia Navigation Company will commence a daily packet service on the James between this city and Norfolk. The steamer Luray, the new boat on the line, will leave Norfolk at 7 o'clock this morning, and at the same hour the Pocahontas will leave Richmond. Both boats will to-day, and on all future days until December, stop at the Jamestown Exposition pier to take on and discharge passengers and freight. The Navigation Company has fixed its passenger rates at \$1.50 one way and \$2.50 for the round trip. These tickets will have a thirty-day limit.

The Tennessee and North Carolina, which runs from Newport, Tenn., to Waterville and Mount Sterling, N. C., twenty miles, will, it is reported, build an extension to Canton, N. C., and also from the other end of Newport to Knoxville, Tenn.

The Washington Star yesterday contained the following:

"The condition of Colonel L. S. Brown, general agent of the Southern Railway, who has been seriously ill at his apartment at the Sterling, is this afternoon reported to be still critical. It was stated last night that he has a chance for ultimate recovery, but his condition is not changed to-day."

DECK OFFICERS WILL RESIGN ON MAY 1ST

BALTIMORE, MD., April 23.—It became known to-day that on Saturday the deck officers of the steamers of the Merchants' and Miners' Transportation Company presented their resignations, to take effect May 1st. This is in support of their recent demand for increased pay and is the usual course taken under such circumstances.

Vice-President Cullen, of the American Association of Masters and Mates of Steam Vessels, is here, and it was an official of local harbor No. 14 who stated that the resignations had been presented. It is understood here that similar action has been taken by the deck officers of the vessels of all Atlantic coastwise lines; the headquarters of which are in other cities. General Manager Stebbins, of the Merchants' and Miners' Company, refused to discuss the situation further than to say that he has received no petition from the men.

King Quality Oxfords are so fitted that they cannot slip at the heel, and so cut that they will not chafe the ankle. In fact, they are comfort and beauty personified. Not to wear them this spring is to do your feet an injustice.



The most critical examination of the most discerning experts fails to reveal a flaw in any part of these elegant shoes.

POWELL BROS., 1544 E. Main St.

STOCKS AND BONDS

With the exception of certain incomprehensible fluctuations, the stock market continues to be pleasing to the Richmond investors in that it shows a strength that apparently the bears cannot deny.

It is true that the New York quotations in the first hour of yesterday's trading were slightly below the closing figures of Monday, there were certain evidences of strength that gave the bullish traders encouragement. Heavy buying was set in and demoralized the bears not a little, prices advancing sharply. Then the profit-takers became prominent and figures again sagged. The lower figures did not take well, business became dull and for an hour or more practically nothing was done. The market then

hardened and the closing prices, with Union Pacific in the lead, were the best of the day.

One of the reports in New York which had a tendency to harden the market and create a spurt in the leading stocks was to the effect that President Roosevelt, in his speech at Jamestown next Friday, will let up on his radical views and will be much more conservative in dealing with the railroad question.

The directors of Norfolk and Western will meet to-day and declare the usual dividend of 2-1/2 per cent. on the common stock. The gross earnings of the company are said to keep up well, and the reports for March and April will be very satisfactory in this respect.

Daily Court Record

Chancery Court.

Qualification: Mary Hatcher qualified as administratrix of Anthony F. Hatcher, deceased, and foreclosed on the mortgage of the property of the same name.

Miscellaneous: Judge Grinnan has set April 25th as date to hear further argument in the case of State Council, Junior Order of American Mechanics, vs. the National Council.

Law and Equity Court.

Decrees entered yesterday: Lydia A. Bartholomew vs. P. F. Bartholomew, for a divorce; James M. Ball, et al., vs. the Merchants' and Miners' Transportation Company, for distribution of the fund in part, etc.

Suits instituted: John Wesley vs. Chesapeake and Ohio Railway Company, for \$450; John Wesley vs. Southern Railway Company, for \$500.

Hustings Court.

Yesterday: Otis Stevens, charged with murder, acquitted. Several civil cases will be heard to-day.

Property Transfers.

Richmond—R. H. Crump's executor, S. E. Crump, Anna B. and Thomas J. Bowles, Mary C. and William B. West, Julia C. and Samuel H. West, and James D. and Robert S. Crump and wife to F. T. and C. H. Sutton, 5 feet on Cary Street, southwest corner of Elm Street, \$500.
W. H. Adams and wife to Dr. E. C. Cobb, 37 1/2 feet on Chaffin Street, northwest corner of Elm Street, \$2,500.
F. M. Bowley and wife to E. T. Bruce, 55 feet on west line of Allen Street, 55 feet south of Webster Street, \$550.
Same and same, 43 1/2 feet on east line of Thirty-first Street, 175 feet north of Leigh Street, \$350.
W. W. Lotsey to John C. and Pat H. McKinley, 60 feet on west line Thirty-fourth Street, 50 feet north of Leigh Street, \$200.
E. C. Garrison and wife to same, 90 feet on Thirty-fourth Street, northwest corner of Leigh Street, \$1,000.
Jerry Morano and wife to William A. and George Sore, 74 1/2 feet on south line of Leigh Street, 80 feet west of south line of Leigh Street, 5 1/2 feet on south line of Leigh Street, owned by Herman Boehling's estate, \$4,000.
Clara E. and Henry S. Wallerstein to Walter S. Cowan, 16 1/4 feet on east line of Third Street, 93 1/2 feet north of Jackson Street, \$1,000.
Henry S. Wallerstein and wife to Hattie O. and James E. Wells, 1 foot on line of Third Street, 100 feet north of Jackson Street, \$1,000.
Thomas C. Tinsley and wife to R. N. Thomas, 20 feet on south line of Coultas Street, 144 feet west of First Street, \$350.
Alice G. Snyder to Leslie H. Reed, J. P. Nash and Bernard M. Jacob, 38 feet on east line of Thirty-second Street, 123 feet south of P Street, \$10.
John A. Coke and wife to trustees of West

REPUBLICANS CAN'T END THE DEADLOCK

PROVIDENCE, R. I., April 23.—Until January next, Rhode Island will have but one United States Senator as the result of the failure of the Republicans in the Legislature to agree upon a candidate. The joint assembly adjourned to-night at the end of the eighty-first ballot, which showed that the deadlock was as complete as before. The final ballot stood as follows:

Colonel Samuel Perry Colt, Bristol, Republican, 39.
George Peabody Wetmore, Newport, Republican, 30.
The contest was the most protracted and stubbornly fought in the political history of the State. Twenty-five ballots were taken at to-day's sitting, none showing any particular change in the line-up.

BEAR THE SIGNATURE OF CHAS. G. JURGENS.

Richmond, Va., April 23, 1907.
The State Corporation Commission having directed that the Clerk of the Commission prepare a list of the names of the corporations which have failed to pay the annual registration fees assessed by the Commission for the years 1904 and 1905, and the charters or foreign licenses of which have thereby become revoked and annulled, the Commission now publishes the names of the following domestic and foreign corporations whose charters or licenses to do business in Virginia have become revoked and annulled for failure to pay the annual registration fees assessed against them, respectively, for two successive years, such failure having continued after the case of these corporations for a period of ninety days after the expiration of such two years.

R. T. WILSON, Clerk.

DOMESTIC.

NAME.	LOCATION.	DATE INCORPORATED.
African-American Insurance Co., Inc., Franklin, Va.		October 23, 1903.
American Electric and Manufacturing Co. (The), Alexandria, Va.		July 6, 1890.
American Granite Brick Co., Inc., Alexandria, Va.		July 7, 1903.
American Sealing Machine Co., Norfolk, Va.		July 1, 1899.
American Typewriter Co., Norfolk, Va.		October 6, 1900.
Amerius Club, Inc., Newport News, Va.		July 27, 1903.
Amherst Hardware Co., Amherst, Va.		February 27, 1901.
Amherst Pulp Manufacturing Co., Amherst, Va.		August 20, 1903.
Anchor Coal and Coke Co., Inc., Roanoke, Va.		August 20, 1903.
Appalachian Club, Appalachia, Va.		October 13, 1903.
Aumann (Hugh L.), Inc., Norfolk, Va.		September 23, 1903.
Bank of Southampton, Inc., Courtland, Va.		December 28, 1903.
Baptist Education Commission of Va., Inc. (The), Richmond, Va.		December 28, 1903.
Basic Lithia Springs Co., Basic City, Va.		June 7, 1901.
Battery Park Amusement Co., Portsmouth, Va.		March 22, 1897.
Baughman Tobacco Stemming Machine Co., Richmond, Va.		August 7, 1903.
Bay Shore Fishing and Social Club, Inc., Ocean View, Va.		October 23, 1903.
Beach Gunning and Social Club (The), Norfolk, Va.		August 7, 1903.
Beach Park and Hotel Co. of West Point, Va., Richmond, Va.		December 31, 1901.
Beck, Doak & Co., Inc., Alexandria, Va.		November 25, 1903.
Belhaven Drug Co., Alexandria, Va.		September 20, 1901.
Berkley and South Norfolk Railroad Terminal Co. (The), Berkley, Va.		July 14, 1900.
Blackwater Social Club, Inc., Princess Anne Co., Va.		August 24, 1902.
Blunt Fruit and Produce Co., Norfolk, Va.		June 5, 1899.
Board of Trade and Business Men's Association of Berkley, Va.		July 25, 1901.
Bondtown Club, Bondtown, Va.		November 18, 1903.
Brighton Pleasure Club, Inc., Norfolk, Va.		September 22, 1903.
Broad Creek Social and Athletic Corporation, Norfolk county, Va.		October 24, 1903.
Broad Run Athletic Club (The), Broad Run Station, Va.		March 15, 1899.
Bruce Park Co., Norfolk, Va.		December 4, 1901.
Buckingham Telephone Co., Myallsville, Va.		June 13, 1902.
Bureau of Southern Railway, Portsmouth, Va.		March 10, 1901.
Bushmen's Association of Norfolk, Va.		September 9, 1903.
Calhoun Pleasure Club, Inc. (The), Norfolk, Va.		September 9, 1903.
Campbell County Mineral Co., Inc., Campbell county, Va.		October 6, 1903.
Campestris Development Co., Inc., Norfolk, Va.		June 27, 1903.
Campestris Social Club, Inc. (The), Cape Henry, Va.		September 9, 1903.
Capital Chemical and Manufacturing Co., Inc., Alexandria, Va.		June 1, 1903.
Carbon Club, Norton, Va.		October 23, 1903.
Central Hall Company, Norfolk, Va.		June 30, 1902.
Cere Vego Manufacturing Co. of Washington, D. C. (The), Alexandria, Va.		October 31, 1901.
Chesapeake Bay Hotel, Inc., Hampton, Va.		May 9, 1901.
Chesapeake and Columbia Investment Co. (The), Alexandria, Va.		September 9, 1890.
Chesapeake Fire and Marine Insurance Co. of Richmond (The), Richmond, Va.		March 24, 1903.
Chesapeake Land Corporation, Norfolk, Va.		June 27, 1903.
Chesapeake Shipping Co., Inc. (The), Norfolk, Va.		September 30, 1903.
Chesapeake Stock Co., Portsmouth, Va.		August 14, 1899.
Chester Wagon Mills, Clifton Forge, Va.		April 10, 1903.
Chester Club (The), Chester, Va.		September 5, 1903.
Coffee (R. W.) & Sons, Inc., Richmond, Va.		March 4, 1899.
Commercial Social Club, Norfolk, Va.		June 24, 1903.
Commonwealth Club, Inc., Norfolk, Va.		July 29, 1903.
Commonwealth Club, Inc., Norfolk, Va.		July 29, 1903.
Consumers' Light, Heat and Ice Co., Newport News, Va.		February 9, 1903.
Crooks' Beneficial Union of Richmond (The), Richmond, Va.		March 31, 1903.
Crooks' Beneficial Union of Roanoke, Va.		January 6, 1899.
Crystal Glass Co., Inc., Norfolk, Va.		June 3, 1903.

NAME.	LOCATION.	DATE INCORPORATED.
Crystal Ice Co., Inc. (The), Bristol, Va.		November 23, 1903.
Dismal Swamp Social Club, Inc., Deepwater, Va.		September 9, 1903.
District of Columbia Loan and Investment Co., Alexandria, Va.		August 12, 1903.
Dodge's Business College, Tazewell, Va.		January 19, 1903.
Dooly Club (The), West Norton, Va.		October 6, 1903.
Dragon Road Pleasure Club, Inc. (The), Nansemond, Va.		November 23, 1903.
Edgar Pleasure Club of Norfolk County, Inc. (The), Norfolk, Va.		August 12, 1903.
East Virginia Land and Improvement Co. (The), Norfolk, Va.		October 13, 1903.
Eastern Beneficial Incorporated Insurance Co. (The), Norfolk, Va.		July 20, 1903.
Economic Lighting Co., Norfolk, Va.		March 20, 1903.
Edgemont Social Club, Inc. of Newport News, Va.		October 20, 1903.
Edmund City Club, Inc., Edmund City county, Va.		September 14, 1903.
Elizabeth City Club, Inc., Elizabeth City county, Va.		October 1, 1903.
Elliot (Norman E.), Prince George, Va.		September 12, 1903.
Emergency Bonding Co., a Corporation (The), Norfolk, Va.		October 13, 1903.
Enterprise Social and Pleasure Club, Inc. (The), Norfolk, Va.		September 21, 1903.
Ethel Mining Co., Richmond, Va.		April 25, 1901.
Federal Social Club, Inc., Everett, Va.		October 20, 1903.
Excelsior Literary Social and Beneficial Corporation, Norfolk, Va.		October 20, 1903.
F. P. V. Social Club, Alexandria county, Va.		September 29, 1903.
Fairfax Social Club, Norfolk, Va.		June 28, 1903.
Fairfield Social Club (The), Norfolk, Va.		November 12, 1903.
Falls River Social Club, Inc., Elizabeth City county, Va.		October 16, 1903.
First Ward Social Club, Inc. (The), Newport News, Va.		September 5, 1903.
Florida Produce Corporation, Norfolk, Va.		September 23, 1903.
Fork Union Academy, Fork Union, Va.		December 22, 1903.
Geer Novelty Co., Richmond, Va.		July 24, 1902.
Gladesville Electric Light and Power Co., Wise, Va.		February 9, 1901.
Golden Dawn Society, Inc., Richmond, Va.		September 12, 1903.
Gordon Vaccine Co., Alexandria, Va.		August 4, 1901.
Graham Supply Co. (The), Graham, Va.		June 16, 1899.
Great Bridge Social Club, Inc. (The), Great Bridge, Va.		September 12, 1902.
Hall and Sons, Inc., Portsmouth, Va.		September 12, 1902.
Hampton Transfer Co., Hampton, Va.		March 30, 1900.
Herrill-Esper Manufacturing Co. (The), Alexandria, Va.		October 15, 1902.
Holmes and Son, Inc. (The), Holmes, Va.		September 12, 1903.
Holtzman Brothers, Hampton, Va.		October 25, 1893.
Independence and Camera Rock Telephone Exchange, Comers Rock, Va.		April 2, 1902.
Independent Social Club, Inc., Alexandria, Va.		March 12, 1904.
Industrial Insurance Co., Inc., Norfolk county, Va.		July 23, 1903.
International Investment Co. (The), formerly National Investment Co. (The), Alexandria, Va.		February 28, 1896.
International Loan and Deposit Co., Alexandria, Va.		December 10, 1903.
Jackson-Phillips Brick Co., Alexandria, Va.		February 6, 1900.
Jefferson Realty and Manufacturing Co. (The), Norfolk, Va.		March 9, 1903.
Jonesboro Land and Improvement Co., Inc., Richmond, Va.		October 26, 1903.
King Brothers Co., Richmond, Va.		December 19, 1902.
King Lumber Co., Charlottesville, Va.		March 18, 1899.
Knottville Vending Machine Co. (The), Alexandria, Va.		July 22, 1902.
Lafayette Club, Inc. of the City of Newport News, Va.		September 14, 1903.
Laborers' Union Social Club, Inc. (The), Norfolk county, Va.		October 13, 1903.
Lafayette Square Opera House Co., Alexandria, Va.		October 13, 1903.
Lakeville Social Club, Inc., Warrenton, Va.		November 2, 1903.
Lambert's Point Club, Inc. (The), Norfolk county, Va.		August 6, 1903.
Ledger-Dispatch Publishing Co., Norfolk, Va.		March 31, 1903.
Lehigh Fire Insurance Co., Alexandria, Va.		September 12, 1903.
Lehigh Shirt Co., Norfolk county, Va.		July 26, 1902.
Leone Social Club, Inc. (The), Norfolk county, Va.		October 15, 1903.
Lorraine Coal Co., Richmond, Va.		December 24, 1901.
Lynchburg Social Club, Inc. (The), Lynchburg, Va.		October 11, 1901.
Lynnville Crab and Fish Co., Inc. (The), Princess Anne county, Va.		December 12, 1903.
Meadville Commercial and Industrial Association, Meadville, Pa.		December 12, 1903.
Mechanics' Social Club, Norfolk, Va.		July 15, 1903.
Mecklenburg Telephone Co. (The), Red Linn, Va.		July 24, 1903.
Mechanics' Social Club, Norfolk, Va.		October 24, 1903.
Merchants' and Mechanics' Social Club of South Norfolk, Inc. (The), Norfolk county, Va.		September 14, 1903.
Metropolitan Pleasure Club, Inc. (The), Portsmouth, Va.		October 15, 1903.
Middleton Social Club, Inc. (The), Middleburg, Va.		January 12, 1903.
Mines Accident Insurance Co., Wise, Va.		January 8, 1902.
Monarch Blast Furnace Co., Inc., Liberty Furnace, Va.		September 23, 1903.
Monroe Brothers Brick Co. (The), Alexandria, Va.		September 23, 1899.
Monroe Social Club, Inc. (The), Norfolk, Va.		September 23, 1903.
Morgan-Pratt Manufacturing Co. (The), Radford, Va.		August 15, 1903.
Mulberry Island Club, Inc., Mulberry Island, Va.		October 8, 1903.
National Fish and Game Association, Norfolk, Va.		September 12, 1903.
National Grocery Co., Alexandria, Va.		May 16, 1901.
National Roller and Ball-Bearing Co., Alexandria, Va.		July 3, 1901.
Naval Social Club, Portsmouth, Va.		July 28, 1903.
New River Social Club, Inc. (The), New River, Va.		July 28, 1903.
New Park Co. (The), Norfolk, Va.		July 13, 1899.
New River Investment Co., formerly Virginia Investment Co., Radford, Va.		December 26, 1899.
New River Social Club, Inc. (The), New River, Va.		June 28, 1903.
Newport News Fire Insurance Co., Inc., Newport News, Va.		November 9, 1903.
Nonpareil Athletic Association, Inc., Portsmouth, Va.		September 8, 1903.
Norfolk & Glass Co., Inc., Norfolk, Va.		October 8, 1903.
Norfolk City Club, Inc. (The), Norfolk, Va.		June 6, 1903.
Norfolk County Athletic Club, Inc., Norfolk, Va.		October 20, 1903.
Norfolk County Yacht Club, Inc., Norfolk county, Va.		July 17, 1903.
Norfolk Horse Show Association, Norfolk, Va.		March 31, 1903.
Norfolk Hotel Co., Norfolk, Va.		December 24, 1903.
Norfolk Social Club, Inc. (The), Norfolk, Va.		June 28, 1903.
Occidental Social Club (The), Norfolk, Va.		November 10, 1903.
Ogram Chemical Co., Alexandria, Va.		June 30, 1899.
Old Dominion Club, Inc. of Norfolk, Va.		September 12, 1